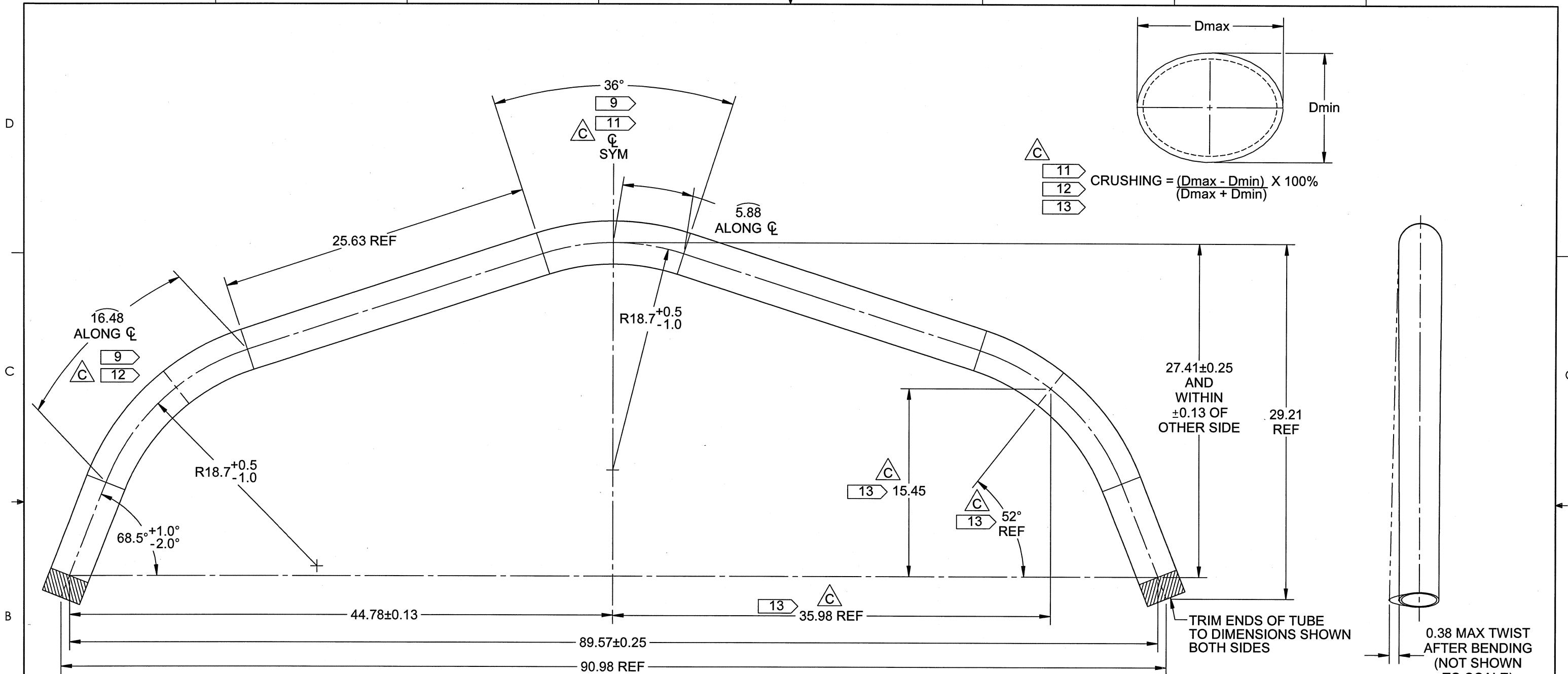


8 7 6 5 4 3 2 1



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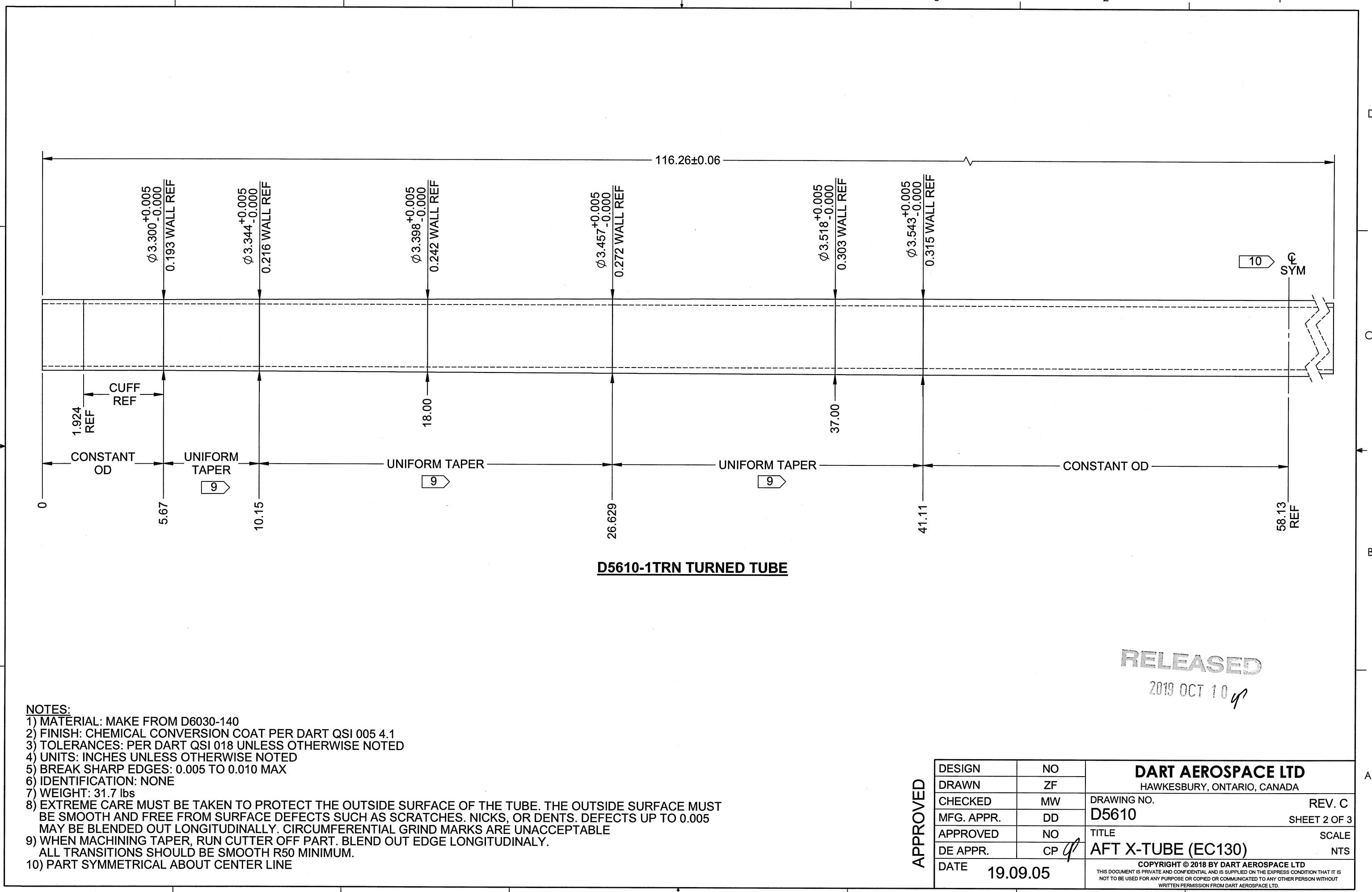
2019 OCT 10
EN14-923

APPROVED

C	ADDED CRUSHING CALCULATION, INCREASE CRUSHING ALLOWANCE ON OUTER BENDS (3.5% WAS 2%), ADDED DMAX TOLERANCE FOR INDICATED LOCATIONS	ZF	19.09.05
B	D5610-1: ADDED OUTER BENDS AND TRIM ENDS, REMOVED SECTION A-A D5610-3: DELETED Ø0.395 HOLES FOR SADDLES, SECTION C-C CSINK HOLES QTY 4 WAS QTY 6, DIM 0.935 WAS 0.875, 2.805 WAS 2.932	ZF	19.01.04
A	NEW ISSUE	ZF	18.05.07
REV.	DESCRIPTION		
DESIGN	NO	DART AEROSPACE LTD HAWKESBURY, ONTARIO, CANADA	
DRAWN	ZF	REV. C DRAWING NO. D5610 SHEET 1 OF 3	
CHECKED	MW	MFG. APPR.	
MFG. APPR.	DD	APPROVED	
APPROVED	NO	TITLE	
DE APPR.	CP	SCALE AFT X-TUBE (EC130) NTS	
DATE	19.09.05	COPYRIGHT © 2018 BY DART AEROSPACE LTD THIS DOCUMENT IS PRIVATE AND CONFIDENTIAL AND IS SUPPLIED ON THE EXPRESS CONDITION THAT IT IS NOT TO BE USED FOR ANY PURPOSE OR COPIED OR COMMUNICATED TO ANY OTHER PERSON WITHOUT WRITTEN PERMISSION FROM DART AEROSPACE LTD.	

NOTES:

- 1) MATERIAL: MAKE FROM D5610-1TRN
- 2) FINISH: NONE
- 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
- 4) UNITS: INCHES UNLESS OTHERWISE NOTED
- 5) BREAK SHARP EDGES: N/A
- 6) IDENTIFICATION: NONE
- 7) WEIGHT: 30.9 lbs
- 8) EXTREME CARE MUST BE TAKEN TO PROTECT THE OUTSIDE SURFACE OF THE TUBE. THE OUTSIDE SURFACE MUST BE SMOOTH AND FREE FROM SURFACE DEFECTS SUCH AS SCRATCHES, NICKS, WRINKLES, OR DENTS. DEFECTS UP TO 0.005 MAY BE BLENDDED OUT LONGITUDINALLY. CIRCUMFERENTIAL GRIND MARKS ARE UNACCEPTABLE
- 9) MAX AMPLITUDE OF RIPPLING ALONG BENT PORTION OF THE TUBE IS 0.030.
- 10) MAX TWIST: WITH TUBE LAYED FLAT ON SURFACE, THE DIFFERENCE BETWEEN THE CUFF HEIGHTS FROM THE SURFACE MAY BE NO LARGER THAN 0.38
- 11) MAX TUBE CRUSHING DUE TO BENDING 2%
- 12) MAX TUBE CRUSHING DUE TO BENDING 3.5%
- 13) AT A TRIMMED HEIGHT OF 15.45, REQUIRED OVALITY DIMENSION Dmax = 3.435 - 3.480



8 7 6 5 4 3 2 1

